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Transportation and Communications

Alan D. Wapner, Ontario

MEETING OF THE

TRANSPORTATION AND COMMUNICATIONS COMMITTEE

PLEASE NOTE CHANGE IN DATE, TIME and LOCATION

Thursday, May 8, 2008

9:30 a.m. – 10:00 a.m.

Ontario Convention Center

2000 East Convention Way

Ontario, CA 91764

(909) 937-3000

(Directions to Convention Center Attached)

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

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Transportation and Communications Committee Membership

May 2008

Wapner, Alan - Chair
Ten, Mike - Vice Chair

Ontario
South Pasadena

Member

Adams, Steve
Aldinger, Jim
Ayala, Luis
Baldwin, Harry
Beauman, John
Becerra, Glen
Bishop, Joel
Bone, Lou
Brown, Art
Buckley, Thomas
Burke, Yvonne
Carroll, Stan
Chastain, Kelly
Chlebnik, John
Dale, Lawrence
Daniels, Gene
Diels, Steve
Dixon, Richard
Dunlap, Judy
Edgar, Troy
Flickinger, Bonnie
Gabelich, Rae
Garcia, Lee Ann
Glaab, Paul
Glancy, Thomas
Green, Cathy
Gross, Carol
Gurule, Frank
Hack, Bert
Hahn, Janice
Hernandez, Robert
Kelley, Trish
Leon, Paul
Lowe, Robin
Lowenthal, Bonnie
Martinez, Sharon
Masiel, Andy
McLean, Marsha
Messina, Barbara
Millhouse, Keith
Mills, Leroy
Nuaimi, Mark
O'Connor, Pam
Ovitt, Gary
Parks, Bernard
Pettis, Gregory
Quirk, Sharon
Reavis, Gail
Roberts, Ron
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey
Sykes, Tom
Wilson, Michael

Representing

Riverside, WRCOG
Manhattan Beach
San Gabriel Valley COG
San Gabriel
Brea
Simi Valley
Dana Point
Tustin
OCTA
Lake Elsinore
Los Angeles County
La Habra Heights
SANBAG
WRCOG
Barstow
Paramount
Redondo Beach
Lake Forest
Inglewood
Los Alamitos
Moreno Valley
Long Beach
Grand Terrace
Laguna Niguel
VCOG
OCCOG
Culver City
Cudahy
Orange County COG
City of Los Angeles
Anaheim
Mission Viejo
SANBAG
RCTC
Gateway Cities COG
San Gabriel Valley COG
Pechanga Band of Luiseno Indians
North Los Angeles County
Alhambra
VCTC
Orange County COG
SANBAG
Santa Monica
San Bernardino County
Los Angeles
Cathedral City
Fullerton
Mission Viejo
Temecula
Las Virgenes/Malibu COG
Los Angeles
La Canada Flintridge
County of Riverside
Walnut
CVAG

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Go to first light – Convention Center Parking
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TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

MAY 8, 2008

=====

TIME PG#

The Transportation and Communications Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE
(Alan Wapner, Chair)

2.0 PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Transportation and Communications Committee, must fill out and present a speaker's card to the Sr. Administrative Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chairman may limit the total time for all comments to twenty minutes.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of April 11, 2008 Meeting

1

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

MAY 8, 2008

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	TIME	Pg#
4.0 ACTION ITEMS		
4.1 <u>2008 Regional Transportation Plan</u> <i>(Hon. Alan Wapner)</i>	20 minutes	
Continue the committee discussion on the Final 2008 RTP from the April 11, 2008 meeting. Specifically, consider the following actions:		
a) <u>Dedicated Lanes for Clean Technology Trucks (DLCTT) proposed in the Strategic Plan</u> <i>(SCAG Staff)</i>		16
A brief report on the DLCTT proposed in the Strategic Plan portion of the 2008 RTP.		
Recommended Action: Recommended removing reference to SR-60 as the designated corridor for the proposed DLCTT and replace it with non-route specific language for the Strategic Plan.		
b) <u>Truck Climbing Lanes in Coachella Valley</u> <i>(SCAG Staff)</i>		18
A brief report on the Truck Climbing Lanes proposed on I-10 in Coachella Valley.		
Recommended Action: Recommend inclusion of the proposed truck climbing lanes, on I-10 near Chiraco Summit and Blythe areas in Coachella Valley, in the Strategic Plan of the 2008 RTP.		
c) <u>Regional Transit Center in the City of Torrance</u> <i>(SCAG Staff)</i>		21
A brief report on the proposed Regional Transit Center in Torrance.		
Recommended Action: Recommend inclusion of the proposed Regional Transit Center in the City of Torrance in the Strategic Plan of the 2008 RTP.		



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

MAY 8, 2008

TIME PG#

4.0 ACTION ITEMS continued

4.2 Recommend Adoption of the 2008 RTP
(SCAG Staff)

5 minutes 32

A report will be presented on the proposed changes to the Draft 2008 RTP for final adoption.

Recommend Action: Recommend that the Regional Council adopt Resolution 08-497-2 approving the 2008 RTP with the proposed revisions per Action Item 4.1 and approve consistency amendment to the 2006 Regional Transportation Improvement Program (RTIP) to align it with the adopted RTP.

5.0 AVIATION TASK FORCE REPORT
(Hon. Alan Wapner, Chair)

6.0 MAGLEV TASK FORCE REPORT
(Hon. Lou Bone, Chair)

7.0 INFORMATION ITEMS

No items

8.0 CHAIR'S REPORT
(Hon. Alan Wapner)

9.0 STAFF REPORT
(Naresh Amatya, SCAG)

10.0 FUTURE AGENDA ITEMS

11.0 ANNOUNCEMENTS

Transportation and Communications Committee
of the
Southern California Association of Governments
April 11, 2008

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held a special meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was a quorum.

Members Present

Becerra, Glen
Bone, Lou
Burke, Yvonne
Carroll, Stan
Daniels, Gene
Dixon, Richard
Edgar, Troy
Gabelich, Rae
Glancy, Thomas
Green, Cathy
Gurule, Frank
Kelley, Trish
McLean, Marsha
Messina, Barbara
Millhouse, Keith
Mills, Leroy
Reavis, Gail
Roberts, Ron
Smith, Greig
Sykes, Tom
Wapner, Alan - **Chair**

Simi Valley
Tustin
Los Angeles County
La Habra Heights
Paramount
Lake Forest
Los Alamitos
Long Beach
VCOG
OCCOG
Cudahy
Mission Viejo
North L.A. County
Alhambra
VCTC
OCCOG
Mission Viejo
Temecula
Los Angeles
Walnut
Ontario

Members Present Via Teleconference

Dale, Lawrence
Lowe, Robin
Stone, Jeffrey

Barstow
Hemet/ RCTC
Riverside County

Members Not Present

Aldinger, Jim
Ayala, Luis
Baldwin, Harry
Bauman, John
Brown, Art

Manhattan Beach
SGVCOG
San Gabriel
Brea
Buena Park

Members Not Present (continued)

Buckley, Thomas
Chastain, Kelly
Chlebnik, John
Diels, Steve
Dunlap, Judy
Flickinger, Bonnie
Garcia, Lee Ann
Glaab, Paul
Gross, Carol
Hack, Bert
Hahn, Janice
Hernandez, Robert
Leon, Paul
Lowenthal, Bonnie
Martinez, Sharon
Masiel, Andrew
Nuaimi, Mark
O'Connor, Pam
Ovitt, Gary
Parks, Bernard
Pettis, Gregory
Quirk, Sharon
Rutherford, Mark
Spence, David
Ten, Mike – Vice Chair
Wilson, Michael

Lake Elsinore
SANBAG
WRCOG
Redondo Beach
Inglewood
Moreno Valley
Grand Terrace
City of Laguna Niguel
Culver City
TCA
City of Los Angeles
Anaheim
SANBAG
Long Beach
SGVCOG
Pechanga Band of Luiseno Mission Indians
SANBAG
Santa Monica
San Bernardino County
Los Angeles
Cathedral City
Fullerton
Las Virgenes/Malibu COG
Arroyo Verdugo COG
South Pasadena
CVAG

New Members Not Present

Bishop, Joel

Dana Point

Voting Members, Non Elected Officials

McCarthy, James - for Lam Nguyen

Caltrans

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 12:10 p.m.

2.0 PUBLIC COMMENT PERIOD

David Liu, representing the City of Diamond Bar, stated that Diamond Bar did not support the Dedicated Lanes for Clean Technology Trucks (DLCTT) on I-710 being in the strategic portion of the RTP. Diamond Bar would like to see the project pulled out of the RTP completely. Removal of the SR-60 Truck Lanes references in the Plan remove potential bias from the upcoming Comprehensive Study. Similarly, there should be no predetermination of where the I-710 Truck Lanes are to terminate. Diamond Bar feels that the best solution for the region could mean extending the I-710 improvements to SR-91, I-10, or I-210. Diamond Bar respectfully that all references to the Truck Lanes on the SR-60 be removed from the RTP given it is premature to identify this particular project and identification made by its future improvements. Diamond Bar believes this can easily be done and would not disrupt the overall approval of the RTP or the Environmental Impact Report (EIR). Diamond Bar also asks that the TCC direct SCAG staff to clarify in

the RTP, and for the record, that the I-710 improvements should pursue the best solutions. It is Diamond Bar's understanding that the I-710 improvements are not required to stop at SR-60. Thus, the document must accurately reflect the potential for other termination points.

Public comments on the Orangeline were postponed until the project was brought up later in the meeting as an item.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Minutes of March 19, 2008 Meeting

4.1.2 Minutes of April 3, 2008 Meeting

A motion was made (Bone) to approve the Consent Calendar.
The Motion was SECONDED (Roberts) and APPROVED.
ABSTAINED 4.1.1 (Kelley) and 4.1.1 and 4.1.2 (Reavis).

5.0 ACTION ITEMS

5.1 2008 Regional Transportation Plan

a) Proposed Platinum Triangle-Anaheim Resort Connector in Orange County

Hon. Alan Wapner stated that the Connector is a project proposed by the City of Anaheim and OCTA to be included in the Strategic Plan.

A motion was made (Dixon) to include the Anaheim Connector in the Strategic Plan. The motion was SECONDED (Bone) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

b) CETAP Corridor B connecting Riverside County with Orange County

Hon. Alan Wapner stated that there was an agreement between the Riverside County Transportation Commission (RCTC) and the Orange County Transportation Authority (OCTA) to place the study in the RTP's Constrained Plan and include the capital project portion in the Strategic Plan.

Hon. Alan Wapner opened the floor to discussion and public comment.

Yvette Abich, Collin, Tuno & Levin, General Counsel, for the Orangeline Development Authority (OLDA), stated that she wanted to go on the record indicating that the Program EIR analyzed the environmental impacts with respect

to Corridor A and B. Today, this body is being asked to take Corridor A out of the of the Constrained Plan and put it in the Strategic Plan. If this is correct, then my position is that this change is significant enough to warrant SCAG staff to go back and look at the RTP's Program EIR, make the appropriate changes, and recirculate the Plan.

Naresh Amatya, SCAG, responded that the proposed action is on Corridor B, not Corridor A. The proposed action on Corridor B is to move the capital portion of the project into the Strategic Plan and keep the study portion of the project in the Constrained Plan. Hon. Alan Wapner stated that Ms. Abich's concern was that this had changed the Plan so much that the EIR document needed to be recirculated. Hon. Alan Wapner asked staff to respond. Joe Burton, SCAG Chief Counsel, stated that the modification of Corridor B in is not an event significant enough to require a redoing of the EIR or recirculation of the document.

A motion was made (Dixon) to include the CETAP Corridor B as Preliminary Engineering/EIR only in the Constrained Plan and move the Construction/ROW to the Strategic Plan. The motion was SECONDED (Bone) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

Hon. Alan Wapner announced that he was going to skip Item 5.1-c, the Orangeline Project, and go on to 5.1-d, Other Projects first.

Item 5.1-d, Other RTP Projects as directed by the TCC, was then taken up.

Hon. Paul Nowatka, Torrance, stated that the City of Torrance was requesting that the proposed Regional Transit Center in Torrance to be added to the Strategic Plan. Torrance had just become aware that there is an available piece of property, formally owned by Pacific Plate & Glass paint factory. The property is located directly next to the Harbor Sub-Division and is a perfect location for a transit center. Torrance lost its previous transit center with the remodeling of the Del Amo Mall. If sometime in the future the Green Line is extended south, this is an ideal location because it is right on the Harbor Sub-Division.

Hon. Richard Dixon, Lake Forest, asked staff to clarify for the TCC the ability to add projects at this late time to the Draft RTP. Joe Burton, SCAG, stated there would not be a need to recirculate the EIR because in the Strategic Plan this particular project would not be proceeding to any type of construction. Additionally the EIR is a programmatic EIR. It is not a project specific EIR, thus recirculation would not be necessary. A question was raised if there would be any need to recirculate the Draft RTP since the Transit Center is not contained in the Draft. Mr. Burton stated it would not be necessary to recirculate the Draft. This is not a material change to the RTP, especially being in the Strategic Plan, and not heading towards any form of project specific construction.

A motion was made (Burke) to include the proposed Regional Transit Center in the City of Torrance in the Strategic Plan of the 2008 RTP. The motion was

SECONDED (Gabelich) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

Note: This action was WITHDRAWN (Dixon) later in the meeting.

Naresh Amatya, SCAG, stated that staff had received a request from the Coachella Valley Association of Governments (CVAG) to include truck climbing lanes on I-10 near Chiraco Summit and Blythe areas in the Coachella Valley in the Strategic Plan of the 2008 RTP. Staff has reviewed the information provided by CVAG. Based on the review, staff supports this project for inclusion in the Strategic Plan.

Yvette Abich, General Counsel, Collin, Tuno & Levin for the Orangeline Development Authority, stated that she wanted to go on the record indicating that the Truck Climbing Lanes project was not noted on today's agenda as an Action Item.

Hon. Alan Wapner stated that Item-d were other projects brought up for action at today's meeting because they had just been submitted. He pointed out that the agenda reads, "The Committee may consider and act upon any of the items listed on the agenda regardless of whether they are list as information or action items." Ms. Abich stated that if this was the language which was being relied upon, she would like to go on record saying that the Brown Act would require that the item be specifically listed like the other items on the agenda before action can be taken. Thus, this would make it in appropriate to take action on this item.

A motion was made (Dixon) to include the proposed Truck Climbing Lanes, on I-10 near Chiraco Summit and Blythe areas in the Coachella Valley, in the Strategic Plan of the 2008 RTP. The motion was SECONDED (Bone).

Hon. Alan Wapner requested SCAG's Legal Counsel to address Ms. Abich's concern regarding the Brown Act specifications. Joe Burton, SCAG's Legal Counsel, stated that the Brown Act requires only a brief description of items to be discussed. This item is an inclusive last item that is currently being discussed. Any remaining item or project that still remains outstanding on the RTP is open for discussion.

Hon. Yvonne Burke, County of Los Angeles, informed the TCC that if this was a project that had come to this body's attention in the last 48 hours, it could be brought forward to the committee could be brought forward on a two-thirds vote for its consideration.

Hon. Richard Dixon stated he wanted to withdraw his previous motion made on the proposed Truck Climbing Lanes on I-10 and make a motion that this item be included in the May 8th agenda, under the guidelines that the item came to this body after the posting of the agenda as an urgency item. Hon. Lou Bone withdrew his second to the previous motion and seconded the new motion.

Hon. Richard Dixon withdrew his second motion (above) on the proposed Truck Climbing Lanes on I-10.

Hon. Robin Lowe, RCTC, pointed out to the TCC that this discrepancy also applied to the proposed Regional Transit Center in the City of Torrance.

Naresh Amatya, SCAG, clarified for the committee that both items were not listed specifically on the agenda but both projects were attached as part of the agenda packet. The staff reports were posted on SCAG's website 24 hours prior to today's meeting. However, they were not listed specifically as projects under Item 5.1-d.

A motion was made (Smith) to reconsider the prior action taken today on the inclusion of the proposed Regional Transit Center in the City of Torrance in the Strategic portion of the 2008 RTP. The motion was SECONDED (Dixon) and UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

A motion was made (Smith) to table the proposed Regional Transit Center in the City of Torrance until the next meeting of the TCC on May 8th. The motion was SECONDED (Dixon). The motion was UNANIMOUSLY APPROVED (Becerra, Bone, Burke, Carroll, Dale, Daniels, Dixon, Edgar, Gabelich, Glancy, Green, Gurule, Kelley, Lowe, McLean, Messina, Millhouse, Mills, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner).

Hon. Tom Sykes, City of Walnut, stated that the District 37 cities had requested that the SR-60 DLCTT references, as well as the I-710 freeway terminus verbiage be removed from the Plan. With this request for the removal of the verbiage from the Plan, Hon Tom Sykes inquired of Chair Wapner if this would have to be an agenda item for the May 8th meeting? Hon. Alan Wapner stated that previously there had not been a motion to make any changes on the Truck Lanes. Hon. Alan Wapner suggested that a motion be made to put the Truck Lanes on the agenda. A motion was made (Sykes) with CONCURRANCE by the TCC. Hon. Alan Wapner directed staff to add the Truck Lanes as an item on the TCC's May 8th agenda.

Hon. Alan Wapner then opened the floor to public comment on the Orangeline.

Hon. Kirk Cartozian, Chair of the Orangeline Development Authority (OLDA) and Councilmember City of Downey, gave the TCC a brief presentation on the Orangeline. The proposed Orangeline project goes from Lancaster to Irvine with an approximate construction timeline of ten years. The Draft 2008 RTP has a number of segments, some of which have large investments, which are unable to meet the growing demand. OLDA sees itself as one solution to redefine what transportation and how transit oriented projects will occur. Because of emission and congestion problems that impact the Gateway Cities along the Alameda Corridor, OLDA feels that the Orangeline project is an alternative that would move the region in the right direction. The TCC has already shown its

endorsement of Maglev technology. Prior to the 2004 RTP, SCAG did a study on non-LAX connected projects. SCAG's rating system rated the Orangeline project with the highest ratios for the non-LAX connected projects.

Hon. Alan Wapner pointed out to Hon. Kirk Cartozian that the map shown in his PowerPoint presentation was not depictive of the Orangeline as described in the Draft Plan. The map currently included in the Draft includes Orange County. This map does not include Orange County. Hon. Kirk Cartozian replied that the map did show the Orangeline running into Orange County and that the cities shown indicate member cities of OLDA. Hon. Richard Dixon said he wanted for the record to reflect that the Palmdale to Union Station was a line that was already in the RTP and will remain in the RTP as SCAG's Maglev Task Force is reviewing the Maglev. SCAG has already studied the portion going to Palmdale and that corridor is already included in the Strategic Plan as an extension of the existing IOS. Hon. Kirk Cartozian clarified that the OLDA member cities all know, especially the cities in the Southeast area of L.A. County, that they are not guaranteed a station. Location of stations would be based upon ridership demand figures that maximize the revenues for the project.

Hon. Kirk Cartozian stated that the OLDA has had an international environmental infrastructure firm, ARCADIS, which has given endorsement to the Orangeline's Financial Plan. ARCADIS has committed over a million dollars because they believe that the Orangeline is verifiable and has merit. The Orangeline is a public/private project that depends upon member cities money for the planning and potential capture of new member cities, as well as the private bonds that will be issued somewhere around the year of 2020 to build the project.

Hon. Kirk Cartozian stated that there had been some rules that have change because of SAFETEA-LU and the OLDA believes it has adequately met them. At the December 3, 2007, meeting of the TCC, staff stated that the Orangeline met the technical and financial requirements for the Constrained Budget of the RTP. If staff has an issue with this project, how can the OLDA go against recommendation? The OLDA feels it is a matter of procedure and unfortunately, inefficiencies in the process. The OLDA is requesting that the TCC take no action on this item today because there is no need to take action to remove a project that has been in the RTP and meets the requirements that have been asked of. New submittals for inclusion of certain segments vs. others were accepted. The OLDA has submitted to SCAG what has been asked of the Authority. Procedurally, the OLDA feels it has been on a teetering war since October 2007.

Hon. Kirk Cartozian pointed out that there is a Las Vegas City Center project on the strip. A Gensler Architecture team is leading this project. They are leading a number of smaller architectural firms. There is no larger architectural firm in the world than Gensler Architecture. Gensler is a supporter of the Orangeline project and has been a regularly attending OLDA meetings. They were also represented at OLDA Investor Developer Conference.

Hon. Kirk Cartozian stated that the City of South Gate was building a transit village around where they hope an Orangeline station will occur. OLDA staff has

been mobilized to signal this. Staff has been at the ICSC in Las Vegas and to local regional boards giving presentations and sharing what the OLDA's member cities are doing and can do, and how the communities are going to change for the better.

Hon. Alan Wapner stated he had a question for Hon. Kirk Cartozian. After the meeting that was recently held on the project in Orange County there was some discussion that OLDA might consider resubmitting the project using a different corridor. Is the OLDA's proposal today to leave everything as is? Hon. Kirk Cartozian responded that the Orangeline Project is still in as it has been for the last four years.

In addition to the Orangeline presentation by Mr. Cartozian, there were eight public comments related to the Draft 2008 RTP. The comments were related to the Orangeline in support of the project. Public comment was given by:

Hon. Mario Guerra, City of Downey
Steve Hofbauer, City of Palmdale
Daryl Hofbauer, City of Paramount
Bruce Barrows, City of Cerritos
Al Perdon, Executive Director, Orangeline Development Authority
Hon. Elba Guerrero, Mayor, City of Huntington Park
Yvette Abich, General Counsel, Collin, Tuno & Levin for the OLDA

Kia Mortazavi, Executive Director of Development, Orange County Transportation Authority (OCTA) stated that OCTA was the regional transportation agency responsible for objective review and planning for the entire County of Orange. Putting a project in the Strategic Plan does not mean that it is no longer part of the RTP. A project can still be planned and studied. It is OCTA's opinion the Orangeline does not belong in the Constrained Plan for the following reasons:

- 1) The Financial Plan that OCTA has seen assumed the project would be in operation by 2012, in four years. That assumes environmental design and construction for the initial segments, for whatever that may be, is done in the next four years.
- 2) The Plan relies on \$200,000,000 of public money, grants, state, and federal, to be available for the initial environmental work. These funds are not in Orange County's Plans and OCTA does not believe that they are in L.A. County's Metro's Plan and not readily available anywhere in the RTP or RTIP.
- 3) The socio-economic assumptions that were used to develop the ridership pattern are different than what is used in the RTP. The analysis done by the OLDA assumes that there is a redistribution of assumed land uses. That cities outside the Orangeline territory are going to be lower density, and cities within the corridor are going to be higher density. This is something yet to be seen, this is not the adopted land use plan. Lastly, there is really no agency support. As the regional transportation agency for Orange County, OCTA has taken a position that this project needs further analysis. Put the Orangeline in

the Strategic Plan and let it get sorted out as to where the stations will be. The real issue here is whether the project ready to be put into the Constrained Plan.

Brad McAllester, Executive Officer of Long Range Planning, MTA, briefed the TCC on a letter that was sent to SCAG regarding the Orangeline. Several years ago the OLTA asked MTA for its position on whether it would offer up the right-of-way. At that time MTA's CEO indicated that when the preliminary engineer and environmental assessment was done, MTA would assess the project at that time and present it to MTA's Board. MTA's Board has not taken any action on the project whatsoever. MTA is currently participating with Orange County in an inter-county study. One of the issues in the study is looking at the use of the corridor. MTA is currently drafting its Long Range Plan. In the Plan the Orangeline project is identified in the Strategic Plan as a project to which construction and operating costs will be funded by others. The letter sent to SCAG was to clarify what has happened within the MTA process.

Hon. Alan Wapner informed the TCC that whatever document it approves today and moves to the RC will have to meet Federal Government scrutiny in the area of environmental conformity as well as financial constraint. Hon. Alan Wapner then opened the floor for a staff presentation on SCAG's findings and recommendation on the Orangeline.

Hasan Ikhata, SCAG, stated that there were a lot of things being said at today's meeting that are not facts. Staff did say that the material received from the Orangeline met the financial constraints but at that time, there was no right-of-way issue. At that time, the issue was the \$200 million in grants that needed to be worked out. My role, as Executive Director of SCAG, is to deliver the facts as to whether the Plan meets the federal requirements or not. The following reasons are why SCAG does not feel the Orangeline meets the financial constraints:

- 1) ARCADIS, the consulting firm that did the Orangeline study, was mentioned earlier today. I am going to read an extraction from one of their reports, "without the assurances that the public right-of-way identified for the project, the Authority will not be able to secure the funding needed to proceed with the project." This is one of the reasons SCAG is saying this project does not meet the financial constraint. Not just for the right-of-way per se, but the fact that the Financial Plan does not include the cost for the right-of-way.
- 2) With regard to the new direction of SCAG, I would never recommend to this body that SCAG start telling the Riverside County Transportation Commission (RCTC), the Orange County Transportation Commission (OCTA), or MTA how to use their right-of-way. This is not SCAG's role. SCAG's role is to plan for the region and work with its member cities and agencies, to make sure that at the end of the day the region has an RTP that makes sense.

SCAG does not question the merit of the Orangeline. The bottom line is, "Does this project meet financial constraint." The answer is no. I urge you to take it out of the Constrained Plan and put into the Strategic Plan. And, I hope this will not be taken as SCAG questioning the merit of the project, or that we do not want to

move forward and work with the OLDA to move their purpose of studying the project.

Hon. Glen Becerra, Simi Valley, stated that the San Onofre I-241 Toll Road is basically dead, but it is still part of the Plan. Does this project not put the Plan in jeopardy too? Mr. Ikhata responded that the Toll Road will continue to be part of the Plan unless the EIR process is exhausted and totally rejected, or the Toll Road notifies SCAG that it is no longer a viable project. The Toll Road will continue to be in the Plan for two reasons: 1) It is a transportation control measure. If the Authority informs SCAG that it is no longer wants the project in the Plan, SCAG will not only have to terminate the project; it will have to find a substitution to overcome the emissions. Currently, SCAG has no legal authority to take the project out of the RTP because the final action is not there. The Toll Road project's right-of-way is based on its EIR.

Hon. Barbara Messina, Alhambra, stated that SCAG is telling the TCC that the Orangeline project does not meet financial constraint and on the other hand, the OLDA is telling the TCC that the project does meet financial constraint. Where did the OLDA get its information from? I do not believe the OLDA would come before this body if they did not have confidence that the project does meet financial constraint. Where is the discrepancy? Mr. Ikhata responded that the OLDA's Executive Director had sent SCAG a letter in response to staff's issue with the right-of-way. The letter reads, "Should it be decided that payment should be required for the right-of-way, the Financial Plan would be required to include this cost." Thus far, the Financial Plan does not include this cost. Without this cost in the Financial Plan, it does not meet the federal requirements. Mr. Ikhata stated that there were two reasons why the project does not meet federal requirements: 1) there was demonstrative public opposition to the project, and 2) it does not meet financial constraint not only with regard to the right-of-way, but there is also a two-hundred million dollar assumption that someone, somewhere, would get grants to study the project and prepare it for construction.

Hon. Troy Edgar, Los Alamitos, stated that the TCC has asked staff on three occasions why the project does not meet federal requirements and has received three different answers. It has gone from the right-of-way in the financial connection, to right-of-way, to financial constraint, then financial constraint plus a new criteria today which this body had not heard of previously, which is demonstrated public opposition, plus the two-hundred million shortfall. Staff's reasons are unclear. Additionally, I am not sure why this body is taking such a hard-line stand. The issue here today is parity. San Onofre is a good example: the IOS is another good example. Are these projects being held to the same standard with regard to the right-of-way. By prolonging taking any action on the Orangeline, we are putting the entire RTP at risk.

Hon. Rae Gabelich, Long Beach, asked staff that if the Orangeline goes into the Strategic Plan, does this mean it is not eligible to move forward until the next RTP? Mr. Ikhata responded no. The OLDA and anyone who wants to move the project, can do whatever they want whether the project is in the constrained or the strategic portion of the RTP. If the project is in the Strategic Plan it does not mean

study and work will stop until the next Plan. If the Plan is adopted, an amendment to the RTP can be made based on new information surrounding a project. The RTP is a living document.

Hon. Lou Bone, Tustin, stated that SCAG's Maglev Task Force had been in existence for ten years and has addressed over 36 Maglev routes. The IOS and the Orangeline were included in these routes. The Orangeline route was not picked. The Task Force picked a route that goes to Palmdale; this project is still in the Strategic Plan. The Plan has the route to Palmdale that has stations in West Los Angeles, Van Nuys, Santa Clarita and Palmdale. The other route that was selected was the south route, which has stations in Long Beach, LAX, John Wayne Airport, Los Angeles, and back to the Anaheim Transportation Center.

Hon. Glen Becerra, Simi Valley, stated he was waiting for Orange County to come along on the regional transportation concept. A few years ago, this body voted to take out the El Toro Airport because Orange County wanted it gone. As a result of this, it puts more burden on the residents in my area because we now have to drive to a congested LAX rather than share the burden. We did this because it was the right thing to do. The issue on the right-of-way appears to be that if OCTA was involved on this project, there would not be a financial issue because this right-of-way would be available to this project. The only reason there is a financial issue being raised now is because OCTA is not willing to participate. The other issue that I am concerned about is the public opposition. There is not one project in the RTP that will not have demonstrated public opposition. Whether it is one person or thousands who oppose a project, this body needs to make a choice as to if we are going to participate regionally or not.

Hon. Keith Millhouse, VCTC, stated that if the project is taken out of the Plan the project can be put back in as an amendment when and if the project meets financial constraints. What happens if it is left in the Plan and challenged at a later point? What impact would this have to SCAG, the Plan, and the region? Mr. Ikhrata stated that not only would SCAG amend the plan, the agency would do everything it could to move the project forward. If the project is kept in the Plan, the region is running the risk of having the federal agencies reject the whole Plan. If this happens the region would be out of conformity commencing on June 8, 2008. This means that no transportation project, regardless of the funding source, can move forward. There will be a one-year grace period and then the federal government will come in and do what is called a Federal Implementation Plan.

Hon. Troy Edgar stated that there are a lot of projects in the Plan that are potentially teetering on non-conformity. There is \$569 billion worth of potential risk. San Onofre is a good example. I see risk in all projects but I do not see an elevated risk in this project that makes me more concerned than with another project.

Hon. Robin Lowe, Riverside, stated that Riverside stands to lose over \$3 billion worth in projects if the Plan is found to be out of conformity. With this, I make a motion (Lowe) to approve staff recommendation to place the Orangeline into the Strategic Plan. The motion was SECONDED (Green).

The TCC proceeded with further discussion on the motion.

Hon. Gene Daniels, Paramount, stated the reason the region does not have any Rapid Transit since it was first considered in 1969 is for the reasons we are experiencing right now. This body and agency is here to do regional planning to move people throughout the region, for the good of the region.

Hon. Richard Dixon, Lake Forest, stated that the difference between the MTA's decision and OCTA's decision about the project is that OCTA has analyzed the Pacific Electric (P.E.) right-of-way and have determined that the right-of-way is so dysfunctional in terms of where it goes and the different places it crosses that it would be better if each community along the P.E. right-of-way analyze how they can best utilize the right-of-way internally to move people along this corridor. OCTA is in the process of putting together a central corridor investment study that includes the City of Los Alamitos and other to get there. As an example, Santa Ana and Garden Grove have already submitted plans to OCTA on how they can best use the right-of-way to get people moving in and out of that particular portion of the region. OCTA is constantly working with the MTA and the Riverside CTC's to find out how we can move people from within Orange County into both of these areas.

Hon. Rae Gabelich stated she looked at this project as being not transportation for people to get to their jobs everyday but for the connections to other modes of travel via the airports. Allowing the communities along the corridor to decide how they want to see the right-of-way developed, this is again the mistake that we as a group make because we are not looking at what is the best for the entire region. Hon. Rae Gabelich then asked staff if the federal government said that the Orangeline did not qualify and can not be kept in the RTP and decide to shut down all the other projects, would this only be until the Orangeline was removed from the RTP? What would make the other projects eligible to be continued in the Plan? Mr. Ikhata responded that there has to be a Plan that meets the requirements. If the Plan is rejected the region will have to restart the Plan circulation process which will put the region out of conformity for six to twelve months.

A motion was made to CALL FOR THE QUESTION (Dale). The motion was SECONDED (Stone).

Rollcall vote:

NO – Becerra, Daniels, Dixon, Edgar, Gabelich, Gurule, McLean, Messina, Millhouse, Mills, Ten, Wapner.

YES – Bone Burke, Carroll, Dale, Glancy, Green, Kelley, Lowe, Reavis, Roberts, Smith, Stone, Sykes.

NO - 12, YES - 13.

Hon. Alan Wapner clarified that the call for the question brought back the original motion to remove the Orangeline project from the constrained portion of the RTP and put the project into the Strategic Plan.

Rollcall vote:

NO – Becerra, Burke, Daniels, Edgar, Gabelich, Gurule, McLean, Messina, Mills.

YES – Bone, Dale, Dixon, Glancy, Green, Kelley, Lowe, Millhouse, Reavis, Roberts, Smith, Stone, Sykes, Ten, Wapner.

NO – 9, YES – 15.

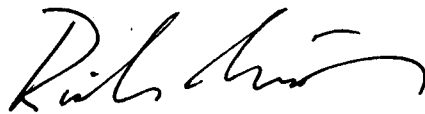
Hon. Alan Wapner then reviewed what took place at today's meeting of the TCC. Three projects were put off until the next meeting of the TCC on May 8th. The projects that action were taken on was to include the Platinum Triangle-Anaheim Resort Connector in the Strategic Plan, include the CETAP Corridor B project in the Strategic Plan with the exception of a study in the Constrained Plan, and move the Orangeline from the Constrained Plan to the Strategic Plan. Action on Item 5.2, Adoption of the 2008 RTP, will be put off until the Regional Transit Center in the City of Torrance and the Truck Climbing Lanes in the Coachella Valley are brought back on May 8th to the TCC for action.

Hon. Alan Wapner stated for the record that there was a lot of discussion over the financial constraints of the Orangeline and that there are some points of contention, one of those being that it was not judged fairly compared to the IOS. Mr. Wapner asked staff to present the Regional Council at its next meeting with additional information showing a comparison on how the Orangeline and IOS were studied.

6.0 **ADJOURNMENT**

The Hon. Alan Wapner adjourned the meeting at 1:45 p.m.

The next meeting of the TCC will be held on **Thursday, May 8, 2008, at the Ontario Convention Center.**



Rich Macias, Interim Director
Planning and Policy Division

Transportation and Communications Committee Attendance Report

2008

Member (including Ex-Officio)		X = County Represented						X = Attended						Meeting NM = New Member							
LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	19-Mar	Apr	11-Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Adams, Steve	Riverside, WRCOG				X																
Aldinger, Jim	Manhattan Beach		X					X	X	X											
Ayala, Luis	Alhambra		X					X				X									
Baldwin, Harry	San Gabriel		X					X	X	X	X										
Beauman, John*	Brea			X				X	X	X											
Becerra, Glen*	Simi Valley		X					X	X	X			X								
Bishop, Joel	Dana Point			X								NM									
Bone, Lou*	Tustin			X				X	X	X	X	X	X								
Brown, Art*	OCTA			X					X	X		X									
Buckley, Thomas*	Lake Elsinore				X			X				X									
Burke, Yvonne*	Los Angeles County		X					X	X	X		X	X								
Carroll, Stan	La Habra Heights		X					X	X	X	X	X	X								
Chastain, Kelly	SANBAG					X		X	X	X		X									
Chiebnik, John	WRCOG				X			X	X	X	X	X									
Dale, Lawrence*	Barstow					X		X		X		X	X								
Daniels, Gene*	Paramount		X						X	X	X	X	X								
Diels, Steve	Redondo Beach		X							X	X	X									
Dixon, Richard*	Lake Forest			X				X	X	X	X	X	X								
Dunlap, Judy*	Inglewood		X						X	X	X										
Edgar, Troy*	Los Alamitos		X						X	X	X	X	X								
Flickinger, Bonnie*	Moreno Valley				X																
Gabelich, Rac*	Long Beach		X						X			X	X								
Garcia, Lee Ann*	Grand Terrace				X			X	X	X		X									
Glaab, Paul*	Laguna Niguel			X						X	X										
Glancy, Thomas	VCOG						X	X	X	X			X								
Green, Cathy	OCCOG			X				X	X		X	X	X								
Gross, Carol	Culver City		X					X	X	X	X	X									
Gurule, Frank*	Cudahy		X					X	X	X	X	X	X								
Hack, Bert	Laguna Woods			X				X	X	X		X									
Hahn, Janice *	City of Los Angeles		X						X	X	X										


REPORT

DATE: 05/08/08

TO: Transportation & Communication Committee

FROM: Naresh Amatya, Acting Manager, amatya@scag.ca.gov, (213) 236-1813
Akiko Yamagami, Assistant Regional Planner, yamagami@scag.ca.gov, 213-236-1987

SUBJECT: Dedicated Lanes for Clean Technology Trucks (DLCTT) proposed in the Strategic Plan

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Remove reference in the Strategic Plan to SR-60 as the designated route for the proposed Dedicated Lanes for Clean Technology Trucks (DLCTT), and replace it with the following description: "East-West Corridor connecting the Ports of LA/LB to and through the Inland Empire."

BACKGROUND:

The Strategic Plan currently includes a project to build truck lanes on SR-60 from I-710 to I-15. Projects in the Strategic Plan are provided for information purposes only, and are not part of the financially constrained and conforming RTP. Strategic Plan projects are recognized as important regional improvements which may need additional funding and consensus building before being advanced into the constrained RTP. Changes to the Strategic Plan project description will not impact the financial constraint and conformity determination of the RTP.

As the trade volume through the Ports of Los Angeles and Long Beach (the Ports) increases, resulting in increased heavy-duty truck activity, the SCAG region continues to experience more freeway congestion, deteriorating system reliability, and poor road safety and air quality. Approximately 75% of the Ports' total container throughput is composed of goods consumed outside of the SCAG region, the majority of which are transported by trucks.

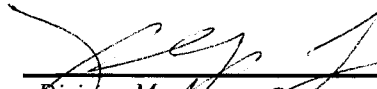
The concept of DLCTT was first introduced in the 1998 RTP as a comprehensive regional goods movement strategy aimed at adding capacity to corridors that have a high share of truck traffic, especially along alignments extending from the Ports through the East-West corridor and out to the strategic distribution points outside of urbanized areas. In both the 1998 RTP and the 2001 RTP, the dedicated truck lane alignment was identified as I-710, SR-60 and I-15, and all three routes were included in the constrained RTP. In the 2004 RTP, the SR-60 alignment was changed to the East-West corridor to reflect the need for further study and consensus-building on a preferred east-west route.

SCAG has received several comments through the public comment process as well as public testimonies at public hearings and policy committee meetings to remove reference to SR-60 as the designated route for the proposed DLCTT traversing in the East-West direction. While an East-West link for the proposed DLCTT is critical to completing the proposed facility as a system, SCAG staff recognizes the importance of not pre-

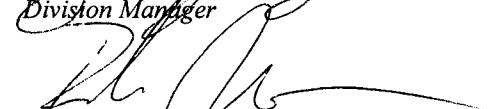
REPORT

judging the potential outcome of a future study to define and select a preferred alternative for this route. Therefore, staff recommends removing reference to SR-60 in the Strategic Plan as the designated route for the proposed DLCTT and replacing it with non-route specific language such as East-West corridor connecting the Ports of LA/LB to and through the Inland Empire.

Reviewed by:


Division Manager *for Narek L. Ameyan*

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

REPORT

DATE: May 8, 2008

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Acting Manager, Transportation Planning
amatya@scag.ca.gov, (213) 236-1813

SUBJECT: Truck Climbing Lanes in Coachella Valley

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend inclusion of the proposed truck climbing lanes, on I-10 near Chiraco Summit and Blythe areas in Coachella Valley, in the Strategic Plan of the 2008 RTP.

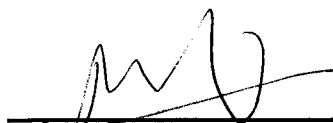
BACKGROUND:

As part of the comments on the Draft 2008 RTP, SCAG has received a request from the Coachella Valley Association of Governments (CVAG) to include plans for Truck Climbing Lanes, on I-10, near the Chiraco Summit and Blythe areas, be included in the Strategic Plan of the 2008 RTP. This is a new project that is not included in any of SCAG's planning or programming documents. SCAG Staff has reviewed the information provided by CVAG in support of this project. Based on the preliminary review of the information provided, staff supports proposed request to include this project in the Strategic Plan of the 2008 RTP.

FISCAL IMPACT:


None.

Reviewed by:



Division Manager

Reviewed by:



Department Director

Reviewed by:



Chief Financial Officer

2008 Regional Transportation Plan Comments from CVAG

To: Southern California Association of Governments (SCAG)
From: Coachella Valley Association of Governments (CVAG)
Date: February 19, 2008
Subject: Comments to the SCAG 2008 RTP

As a SCAG subregion, CVAG has carefully reviewed the draft 2008 RTP released by SCAG for public comments. CVAG staff has attended the SCAG sponsored RTP workshops and participated in the many RTP presentations and reviews over the past few months. CVAG realizes the importance of this document, to provide a framework for the future development of our regional transportation system.

The collective projects identified in the RTP document are a collaborative and comprehensive plan, addressing the transportation needs of the region for the next 20 years. After careful review of all segments of the draft RTP Plan, CVAG has some serious comments to discuss, and requests for inclusion in the Plan.

The CVAG subregion is a fast growing area of Southern California, with major development of affordable residential housing, expanding employment centers, and continually expanding tourist destination resorts. CVAG would like to see more emphasis on the importance of the CVAG jurisdictions as an expanding population center for the region, included in the Plan.

With the many approved CVAG and Coachella Valley RTIP, RTP and Arterial Projects submitted by the Riverside County Transportation Commission (RCTC) for the growing CVAG areas, we have identified an RTIP project that has been left out. In the city of Indian Wells, west city limits to Cook Street, widen from four to six lanes, by 2012, with a cost of \$1,082,000. Please add this project to the corrected RTP Plan.

CVAG, working with SCAG Compass staff, held many workshops and presentations for the planning staffs, electeds, and city managers from CVAG jurisdictions. Careful consideration was given to reviewing growth data and developing a technically accurate and acceptable baseline forecast for the CVAG subregion. CVAG is very concerned with SCAG discussions of intent to adjust and manipulate the approved baseline forecast, to a "policy" forecast. With the "policy" forecast, thousands of Riverside County's expected population growth would be shown as population numbers, residing in the coastal communities of Southern California. As we are all aware, affordable residential housing is readily available in the CVAG subregion, and in other areas of Riverside County, but the housing costs in the coastal communities is prohibitive, and affordable for only the very wealthy. The "policy" forecast plan concerns CVAG greatly, along with the consequences of transportation funds inappropriately transferred to coastal areas, taking away from Riverside County, where the actual growth is taking place.

Correct and accurate airport information needs to be added to the RTP. Specifically, the CVAG subregion has the Palm Springs International Airport, located in the city of Palm Springs, along with the General Aviation Airports located in the eastern areas of Riverside County, east of the Coachella Valley. Airports are located in Thermal, Blythe, Chiraco Summit, and Desert Center.

To the Riverside County Strategic Plan Projects, CVAG is requesting the addition of two projects that we have been assured by SCAG, would be included in the 2008 RTP. The Palm Springs International Airport must be added to the High Speed Rail connections of the other Southern California major airports. With a population that will reach one million in the next twenty years, and as a major tourist destination, the Palm Springs International Airport must be included in the High Speed Rail plans.

CVAG is requesting plans for Truck Climbing Lanes, on I-10, near the Chiraco Summit and Blythe areas, be included in the 2008 RTP. We are all aware of the volume of trucks involved with goods movement in these areas, and the serious accidents caused by trucks slowing automobile traffic in this segment of I-10, east of the Coachella Valley, in eastern Riverside County.

Please add these additions and corrections to the 2008 RTP, to help make this a complete and accurate document.

REPORT

DATE: May 8, 2008

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Acting Manager, Transportation Planning
amatya@scag.ca.gov, (213) 236-1813

SUBJECT: Regional Transit Center in the City of Torrance

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend inclusion of the proposed Regional Transit Center in the City of Torrance in the Strategic Plan of the 2008 RTP.

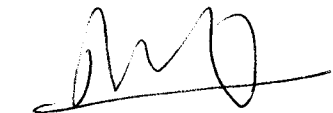
BACKGROUND:

Staff has received a request from the City of Torrance to include a Regional Transit Center project within the City of Torrance into the Strategic Plan of the 2008 RTP. This is a new project that is not included in any of SCAG's planning or programming documents. SCAG Staff has reviewed the attached information provided by the City of Torrance in support of this project. Based on the preliminary review of the information provided, staff supports proposed request to include this project in the Strategic Plan of the 2008 RTP.

FISCAL IMPACT:

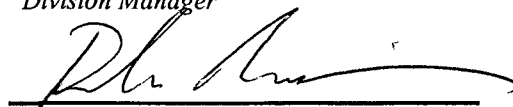
None.

Reviewed by:



Division Manager

Reviewed by:



Department Director

Reviewed by:



Chief Financial Officer



CITY OF TORRANCE

TRANSIT DEPARTMENT

Kim Turner
Transit Director

310.618.6245
ktturner@torrnet.com

April 9, 2008

The Honorable Alan Wapner, Chair
SCAG Transportation and Communications Committee

Dear Chair Wapner:

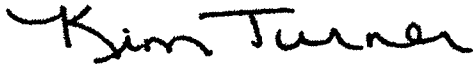
We would like consideration to have our Regional Transit Center (RTC) in the City of Torrance included in SCAG's RTP Strategic Plan. Specifically, we would like consideration under Action Items 5.1(d) on the TCC agenda for April 11, 2008. We understand the lateness of our request and we would appreciate any consideration for what we believe is a very worthwhile capital project.

We have enclosed a fact sheet on our RTC project, Transit Center Project Revision PowerPoint presentation, and drawings of the plans to extend Del Amo Blvd. from Crenshaw Boulevard through to Madrona Avenue. This extension, anticipated to be completed in mid-2011 is critical in facilitating the usage of the site as a bus transfer station. Initially, the site would be used as a bus transfer station. The site lies on the Harbor Subdivision which is included in Metro's Strategic Unfunded Tier 2 projects. The City of Torrance believes this site would be ideal for a rail station on a future light rail line on the Harbor Subdivision. Also included is a preliminary map showing possible routings of local services into this RTC.

We have enclosed support letters for this project from Senator Oropeza (28th District), Assemblymember Lieu (53rd District), Los Angeles County Supervisor Knabe, and the South Bay Cities Council of Governments (SBCCOG). We have also included the current list of projects for the SBCCOG which includes this project. The City of Torrance has had initial discussions with Rep. Jane Harman (36th District) and her staff regarding funding for this project.

The City of Torrance is also working in cooperation with the City of Redondo Beach in both of our cities' efforts to build transit centers in our cities.

Thank you,

A handwritten signature in black ink that reads "Kim Turner". The signature is written in a cursive, flowing style.

Kim Turner
Transit Director

Enclosures:

1. South Bay Regional Transit Centers
2. Transit Center Project Revision PowerPoint presentation
3. Drawing of Del Amo Blvd extension to Crenshaw Blvd
4. Map of proposed service to COT RTC
5. February 20, 2008 Support Letter from Assemblymember Lieu and Senator Oropeza
6. February 22, 2008 Support Letter from Supervisor Knabe
7. January 28, 2008 Support Letter from South Bay Cities COG
8. April 5, 2008 List of South Bay Transportation Projects (SBCCOG)

South Bay Regional Transit Centers

PROJECT FAST FACTS

Purpose: To develop two new regional Transit Centers in the City of Torrance and the City of Redondo Beach.

Site Acquisition (Est.)	Fall 2008
Planned Start Date:	Fall 2009
Completion Date:	Fall 2011

Funding:

- Regional Transit Centers are a High Priority funding project
- Torrance - \$1.5 Million Planning Grant (Initial)
- Redondo Beach - \$2.2 Million

Project Locations:

- Redondo Transit Center – South Bay Galleria (Kingsdale Avenue)
- Torrance Transit Center – Crenshaw Blvd. and Del Amo Blvd.

Benefits of A Regional Project For Redondo, Torrance and the South Bay:

- Leveraging of existing funds and allows for joint funding requests in the future per a regional approach
- Avoids project duplication by the sharing of services and resources
- Allows for ease of future service expansion for both cities
- Crenshaw Transit Center location is adjacent to the Los Angeles County Metropolitan Transportation Authority (METRO) owned rail line
- Direct access to:
 - ❖ 405 Freeway High Occupancy Vehicle (HOV) Lanes, Regional Rapid services, and Existing light rail services
- Consistent with SCAG's Regional Transportation Plan
- Highest and best use of existing land for both agencies
- A hub for local and regional connectivity for:
 - ❖ Torrance Transit System, Beach Cities Transit, Gardena Transit, Municipal Area Express (MAX), Los Angeles County Metro
- Parking spaces for Rideshare Van/Carpool participants
- Enhanced shelters, fare vending machines and public restrooms

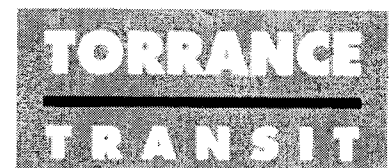
TTS Annual Ridership Data (Lines Operating Near the Proposed Centers):

South Bay Galleria

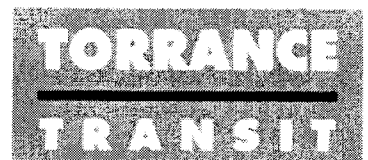
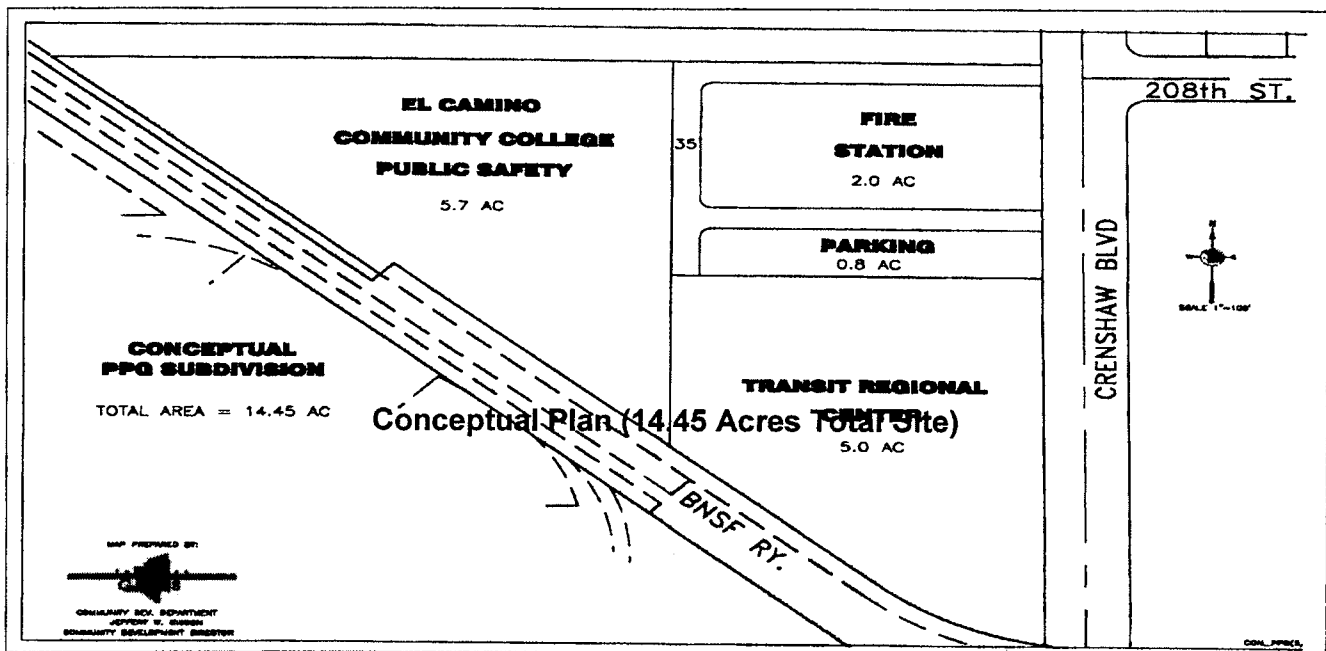
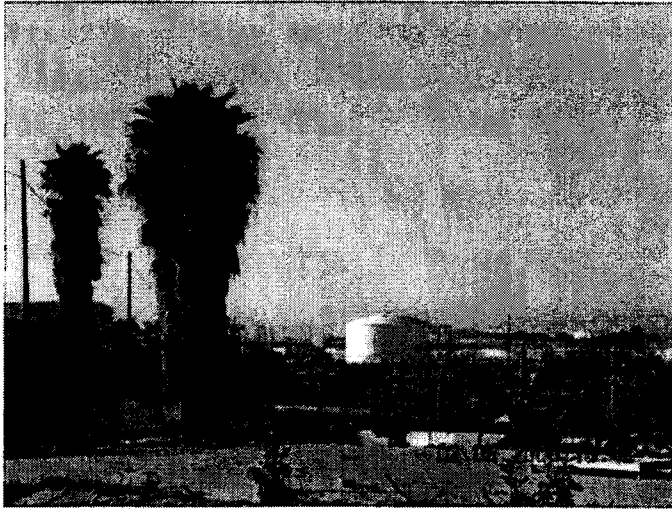
Route	Boardings	Alightings
Line 2 (NB)	10,230	12,710
Line 2 (SB)	2,170	9,610
Line 8 (NB)	17,014	48,508
Line 8 (SB)	10,498	35,838

Crenshaw Blvd. And Del Amo Blvd.

Route	Boardings	Alightings
Line 5 (NB)	1,285	1,028
Line 5 (SB)	2,570	3,598
MAX 3 (AM)	3,341	N/A - Rapid
MAX 3 (PM)	5,397	N/A - Rapid



Photographs of Potential Transit Center Site At Crenshaw and Del Amo (Current State)



PROPOSED SERVICE TO REGIONAL TRANSIT CENTER

1307



STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0053
(916) 319-2053
FAX (916) 319-2153
DISTRICT OFFICE
500 CENTER STREET
EL SEGUNDO, CA 90245
(310) 615-3515
FAX (310) 615-3520

assemblymember.lieu@assembly.ca.gov

Assembly California Legislature



TED W. LIEU
FIFTY-THIRD ASSEMBLY DISTRICT

COMMITTEE MEMBER
BANKING AND FINANCE, CHAIR
APPROPRIATIONS
VETERANS AFFAIRS
WATER, PARKS AND WILDLIFE
SELECT COMMITTEE
AEROSPACE, CHAIR

February 20, 2008

The Honorable Pam O'Connor
Chair, Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: TORRANCE TRANSIT CENTER

Dear Chair O'Connor:

As the elected representatives of the City of Torrance, we are jointly writing to respectfully request that the Los Angeles Metropolitan Transportation Authority add a proposed transit center located in Torrance to Metro's Regional Transportation Plan.

As you know, the City of Torrance is the 12th largest city in California and the sixth largest in Los Angeles County with a night time population of approximately 150,000 residents. During working hours, the city's population swells to more than 600,000, many of whom use the major arterials that flow from the 405 and 110 freeways. This surge of traffic leaves the city with some of the most congested streets anywhere in the county.

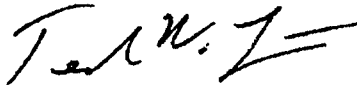
That said the city has no viable transit center or hub. The lack of a significant transit center has nothing to do with the city's lack of desire for such a facility, but rather is due to a lack of available land large enough to be utilized for such a purpose. However, a prime piece of real estate has recently become available that would not only serve the City's purposes, but would also serve regional transit needs and the long-term interests of Metro.

The parcel under consideration by the city is situated next to an existing rail line owned by Metro. The undeveloped property is owned by Pittsburg Paint & Glass (PPG) and they have expressed an interest in selling this parcel to the City of Torrance at a competitive price should Torrance be able to secure funding. The city will contribute its own funds to the project, but is unable to secure the full amount. The city is soliciting additional funds from the federal government and from Metro. On behalf of the valued members of my constituency, I respectfully urge you to give the City of Torrance the utmost consideration for this vital project and also ask for your assistance to have this

item placed in Metro's Regional Transportation Plan so it may be given consideration for funding.

Thank you for your attention to this request. Please do not hesitate to contact either of us, our offices, or the City of Torrance directly with any questions that you may have.

Sincerely,



TED W. LIEU
Assemblymember, 53rd District



JENNY OROPEZA
State Senator, 28th District

Cc: Roger Snoble, CEO, Metro
The Honorable Frank Scotto, Mayor, City of Torrance
LeRoy J. Jackson, City Manager, City of Torrance



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

822 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Telephone (213) 974-4444 / FAX (213) 626-6941

DON KNABE

CHAIRMAN PRO-TEM

February 22, 2008

The Honorable Pam O'Connor
Chairperson
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

COUNCIL BOXES

2/27/08

RE REQUEST OF

cc: Kim Turner
Eleanor B. Jones

2008 FEB 27 PM 6:41

OFFICE OF THE
MAYOR & COUNCIL

Dear Chair  O'Connor:

SUBJECT: TORRANCE TRANSIT CENTER

On behalf of the City of Torrance, an important City and constituency within my District, I respectfully request that the Los Angeles Metropolitan Transportation Authority (Metro) add a proposed transit center located in Torrance to Metro's Regional Transportation Plan.

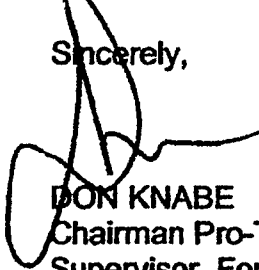
As you know, the City of Torrance is the 12th largest City in California, and the fourth largest in Los Angeles County with a night time population of approximately 150,000 residents. That said, the City has no viable transit center or hub. The lack of a significant transit center has nothing to do with the City's lack of desire for such a facility, but rather is due to a lack of available land large enough to be utilized for such a purpose. However, a prime piece of real estate has recently become available that would not only serve the City's purposes, but would also serve regional transit needs and the long-term interests of Metro.

The parcel under consideration by the City is situated next to an existing rail line owned by the Metro. The undeveloped property is owned by Pittsburg Paint & Glass and they have expressed an interest in selling this parcel to the City at a competitive price should the City be able to secure funding. The City will contribute its own funds to the project, but is unable to secure the full amount. The City is soliciting additional funds from the federal government and from Metro. On behalf of the valued members of my constituency, I respectfully urge you to give the City of Torrance the utmost consideration for this project and also ask for your assistance to have this item placed in Metro's Regional Transportation Plan so it may be given consideration for funding.

The Honorable Pam O'Connor
February 22, 2008
Page 2

Thank you for your attention to this request. Please contact me, or my South Bay Deputy Steve Napolitano, at (310) 222-3015, or the City of Torrance directly with any questions you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "DON KNABE", written over the printed name.

DON KNABE
Chairman Pro-Tem
Supervisor, Fourth District
County of Los Angeles

DK:ha

c: Roger Snoble, CEO, Metro
Mayor Frank Scotto, City of Torrance
LeRoy J. Jackson, City Manager, City of Torrance



**SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS**

5033 Rockvalley Road
Rancho Palos Verdes, CA 90275
(310) 377-8987
sbccog@southbaycities.org
www.southbaycities.org

January 28, 2008

COUNCIL BOXES 2/4/08
ATT. REQUEST OF FB

Mayor Frank Scotto and Members of the City Council
City of Torrance

Re: Support for Torrance Regional Transit Center Proposal

As you are aware, the South Bay Cities Council of Governments (SBCCOG) works to promote transit service in the South Bay. For this reason we are very supportive of the proposal that the City of Torrance is developing to establish a regional transit center adjacent to the Harbor Subdivision railway at approximately Crenshaw and Maricopa Avenue. This right-of-way is publicly owned by the Los Angeles County Metropolitan Transportation Authority (LA Metro) and is currently under study for future passenger services.

Based on our conversation with your staff, it is very clear that Torrance needs a transit center immediately. We are supportive of this worthy project. By establishing as quickly as possible a regional transit center that provides public transit accessibility now and in the future will serve a possible rail line and the freeway system, the City of Torrance would significantly improve services and increase coordination. It also would make all transit services more attractive and convenient for South Bay patrons.

Although the South Bay is served with bus transit by the local municipal operators and Metro, our area has long been under-served in the regional rail system planning. We maintain our strong interest in using the Harbor Subdivision for future rail service but we understand that it will be a long time in coming. Therefore, the need for a transit center is even more acute.

The SBCCOG stands ready to support the city as this proposal goes forward. Please let us know if there are ways that we can assist to bring this center to fruition.

Sincerely,

Jacki Bacharach

Jacki Bacharach
SBCCOG Executive Director

cc: LeRoy Jackson, City Manager, Torrance
Pam O'Connor, Chair, LA Metro
Claudette Moody, L.A. Metro

2008 FEB -4 PM 4:47
OFFICE OF THE
MAYOR & COUNCIL

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Los Angeles Manhattan Beach
Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance

REPORT

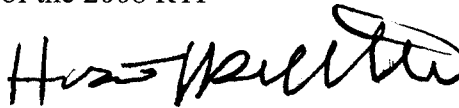
DATE: May 8, 2008

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Acting Manager, Transportation Planning; amatya@scag.ca.gov, (213) 236-1885
Ryan Kuo, Associate Regional Planner; kuo@scag.ca.gov, (213) 236-1813

SUBJECT: Recommendation for Adoption of the 2008 RTP

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend that the Regional Council adopt Resolution No. 08-497-2 approving the 2008 Regional Transportation Plan (RTP) with the proposed revisions per Action Item 4.1 and associated consistency amendment to the 2006 Regional Transportation Improvement Program (RTIP) to align it with the adopted RTP.

BACKGROUND:

The Draft 2008 RTP was released by TCC for public review and comments on December 6, 2007. The public comment period officially closed on February 19, 2008. SCAG received approximately 150 individual letters and comments, which can be further broken down to over four hundred distinct comments on all aspects of the RTP. The majority of the comments focused on Growth Forecast/Land Use, Goods Movement, Highways and Arterials, High-Speed Regional Transport, Transit, Aviation, and Transportation Finance. Over eighty percent of the project-specific comments focused on six major projects, namely, the Orangeline High Speed Maglev, High-Speed Regional Transport system, Freight Rail Strategy, Dedicated Lanes for Clean Technology Trucks, I-710 Corridor, and CETAP Corridors. Most of these comments either supported or opposed a specific project.

Revisions to projects

In addition to the proposed revisions to the Draft 2008 RTP pursuant to actions taken under Item 4.1, other revisions to projects have been made based on actions taken by the TCC at its April 11, 2008, Special Meeting. They are:

1. Platinum Triangle – Anaheim Connector

In a letter to SCAG dated April 3, 2008, the City of Anaheim requested that the Platinum Triangle – Anaheim Resort Connector be included in the Strategic Plan of the 2008 RTP. This project calls for an elevated fixed guideway system that will serve a high traffic corridor, linking the Anaheim Regional Intermodal Transportation Center (ARTIC), Honda Center and Angel Stadium, The Platinum Triangle high rise office and residential neighborhoods, and The Anaheim and Disneyland Resorts. At its April 11, 2008, Special Meeting, the TCC voted to include this project in the Strategic Plan of the 2008 RTP.

Therefore, the 2008 RTP that would be recommended for adoption by the Regional Council includes the Platinum Triangle – Anaheim Connector in the Strategic Plan.

2. CETAP Corridor B

Since the release of the Draft RTP, the Riverside County Transportation Commission (RCTC), the Orange County Transportation Authority (OCTA), and SCAG have met on several occasions and arrived at a consensus that engineering and environmental work related to CETAP Corridor B must continue, but funding commitment for construction of the project is premature at this point. Therefore, the three agency consensus is to include CETAP Corridor B as a preliminary engineering/EIR only project in the Constrained Plan of the 2008 RTP and move the construction/right-of-way (ROW) to the Strategic Plan. At its April 11, 2008, Special Meeting, the TCC voted to include this project as a preliminary engineering/EIR only project in the Constrained Plan and move the construction/ROW to the Strategic Plan.

Therefore, the 2008 RTP that would be recommended for adoption by the Regional Council includes the CETAP Corridor B preliminary engineering/EIR portion in the Constrained Plan of the 2008 RTP and the construction/ROW portion in the Strategic Plan.

3. Orangeline High Speed Maglev

The Orangeline High Speed Maglev project was included in the Constrained Plan of the Draft 2008 RTP that was released for public review and comments by the TCC on December 6, 2007. Since then, Orangeline has been discussed by the TCC over several meetings, including the meeting on April 11, 2008. Over the course of these several meetings, the TCC has carefully considered and debated all of the facts presented through a series of public testimonies and staff reports, including the facts that 1) OCTA Board action taken on January 28, 2008, denies any consideration of potential use of the Pacific Electric (PE) ROW for Orangeline; 2) the financial viability of the project is questionable as originally proposed, given the unavailability of PE ROW, raising sufficient doubt as to whether the project meets the fiscal constraint requirement for inclusion in the constrained RTP; 3) stakeholder consensus on the project has yet to be realized; and 4) moving Orangeline to the Strategic Plan does not jeopardize the Orangeline Development Authority's ability to advance planning efforts for the project. After careful deliberation, on April 11, 2008, the TCC voted by majority to move this project to the Strategic Plan of the 2008 RTP.

At the conclusion of the meeting, TCC members requested for their information that staff provide a side-by-side comparison of the Orangeline and IOS projects. Attached is the requested comparison.

Therefore, the 2008 RTP that would be recommended for adoption by the Regional Council includes the Orangeline High Speed Maglev in the Strategic Plan of the 2008 RTP.

Transportation Finance Implications

The Draft 2008 RTP included a 30-year budget of \$568.9 billion (nominal), in expenditures and revenues. As a result of revisions made to the 2008 RTP, the 2008 RTP now includes \$531.5 billion (nominal) in expenditures and revenues. Much of the difference can be attributed to the Orangeline and the construction portion of CETAP Corridor B being moved from the Constrained Plan to the Strategic Plan.

Revisions to Growth Forecast/Land use Assumptions

In addition, underlying growth assumptions for the plan have been revised. As mentioned earlier, significant comments were received on the proposed growth forecast/land use element presented in the Draft 2008 RTP. Several subregional partners and cities commented in support of incorporation of the Draft Baseline Growth Forecast in the Final 2008 RTP, citing a higher level of consistency between the Baseline Growth Forecast and local general plans. As a result, at its March 6, 2008, meeting, the Community, Economic & Human Development Committee (CEHD) voted to approve the Baseline Growth Forecast for the 2008 RTP with a statement of advisory land use policies and strategies. The 2008 RTP that will be recommended for adoption by the Regional Council on May 8, 2008, will incorporate the Baseline Growth Forecast.

Therefore, technical analyses used in finalizing the 2008 RTP are based on the Baseline Growth Forecast.

Re-circulation of Transportation Conformity Report

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). The 2008 RTP must pass tests to meet the requirements for a positive conformity finding: 1) regional emissions analysis, 2) timely implementation of Transportation Control Measures, financial constraint, and interagency consultation and public involvement.

After the release of the Draft Conformity Report, SCAG was informed that the U.S. Environmental Protection Agency's (EPA) review of the South Coast ozone and PM2.5 emission budgets submitted by the California Air Resources Board (ARB) raised concerns such that the ARB was required to revise and resubmit the emission budgets to EPA. This requirement dictated that SCAG make appropriate revisions to the conformity analysis to reflect the new emission budgets and release the Draft Conformity Report for an additional 30-day public review period ending April 28, 2008.

SCAG staff has worked closely with responsible agencies regarding issues between the State, the South Coast AQMD, and the U.S. EPA regarding emission budget adequacy, and with FHWA and U.S. EPA regarding the resultant constraints to the conformity approval review process timeline. From these efforts, staff worked to demonstrate a positive conformity determination and secured commitment from all agencies that they will expedite their respective reviews to allow for approval of SCAG's conformity finding before the current (2004) RTP conformity finding expires on June 7, 2008.

Consistency Amendment to the 2006 RTIP

The Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule §450.324(g) stipulates that "each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan". Upon SCAG's Regional Council adoption of the 2008 RTP, the 2006 Regional Transportation Improvement Program must comply with these regulations. The changes between the 2006 RTIP and the 2008 RTP were released for public review along with the Draft 2008 RTP and the updated 2008 RTP conformity report. The majority of the changes are modeling network changes (due to changes in project completion dates) and there are a few changes that are due to project description changes. The FHWA will take simultaneous action on the conformity determination of the 2006 RTIP along with the 2008 RTP.

REPORT

The Final 2008 RTP and all Supplemental Reports, including response to comments, are available at SCAG's Los Angeles and Riverside Offices, and may be downloaded at <http://scag.ca.gov/rtp2008>.

The proposed Recommended Action, as described above, is based upon the information presented in this staff report and the actions taken under Item 4.1.

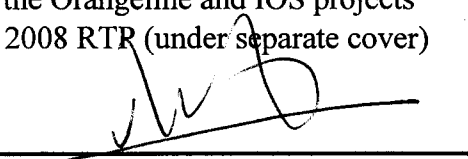
FISCAL IMPACT:

None.

ATTACHMENTS:

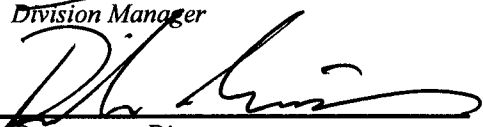
- Draft Resolution No. 08-497-2
- Comparison of the Orangeline and IOS projects
- Proposed Final 2008 RTP (under separate cover)

Reviewed by:



Division Manager

Reviewed by:



Department Director

Reviewed by:



Chief Financial Officer

RESOLUTION No. 08-497-2

**RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS APPROVING THE 2008 REGIONAL
TRANSPORTATION PLAN (2008 RTP) AND RELATED CONFORMITY
DETERMINATION**

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6500 et seq. of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such is responsible for preparing the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting and updating the RTP pursuant to Government Code Sections 65080 et seq.;

WHEREAS, the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(c) (3) and 23 C.F.R. §450.312;

WHEREAS, on August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839. SAFETEA-LU includes new and revised metropolitan transportation planning provisions and requires that all state and MPO actions on RTPs and RTIPs (including amendments, revisions or updates) comply with the SAFETEA-LU planning provision beginning July 1, 2007;

WHEREAS, SCAG staff conducted an analysis of the 2004 Regional Transportation Plan ("2004 RTP") which was in place at the time of the enactment of SAFETEA-LU, and thereafter identified the key issues or "gaps" in the 2004 RTP which needed to be addressed in order to comply with SAFETEA-LU. The effort led to the Regional Council's adoption in March 1, 2007 of an Administrative Amendment to the 2004 RTP (hereinafter referred to as the "Administrative Amendment") addressing these gaps. The Administrative Amendment to the 2004 RTP also allowed SCAG to take advantage of the four-year update cycle under SAFETEA-LU such that SCAG can adopt the next RTP update by the spring of 2008;

WHEREAS, in accordance with SAFETEA-LU, SCAG also approved and adopted a Public Participation Plan on March 1, 2007, to serve as a guide for SCAG's public involvement process. This Public Participation Plan was further amended on October 4, 2007, to provide more

explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, RTIP and the Overall Work Program (OWP);

WHEREAS, the Metropolitan Transportation Planning Final Planning Rule ("Final Rule") was promulgated by the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration on February 14, 2007, and became effective on March 16, 2007. The Final Rule included, among other things, more specific requirements relating to the content of metropolitan transportation plans (also known as RTPs).

WHEREAS, updates to the RTP must be consistent with all other applicable provisions of federal and state law including:

- (1) SAFETEA-LU (23 U.S.C. §134 et seq.);
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C (i.e. the provisions of 23 C.F.R. §450.300 et seq. as set forth in the Final Rule);
- (3) California Government Code §65080 et seq.; Public Utilities Code §130058 and 130059; and Public Utilities Code §44243.5;
- (4) §§174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;
- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896 (June 29, 1995)) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; and
- (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

WHEREAS, SCAG staff has been engaged in the preparation of the 2008 RTP update since the spring of 2007, with a focus on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic system expansion to accommodate future growth through the year 2035;

WHEREAS, the 2008 Draft RTP was released by SCAG's Transportation and Communications Committee (TCC) on December 6, 2007 for public review and comment, and a Notice of Availability was issued. The 2008 Draft RTP included a financially constrained plan and a strategic plan. The constrained plan includes transportation projects that have committed,

available or reasonably available revenue sources, and thus are probable for implementation. The strategic plan is an illustrative list of additional transportation investments that the region would pursue if additional funding and regional commitment were secured; and such investments are potential candidates for inclusion in the constrained RTP through future amendments or updates. For purposes of the 2008 RTP update, the strategic plan is provided for information purposes only and is not part of the financially constrained and conforming RTP;

WHEREAS, the 2008 Draft RTP also included a financial plan identifying the revenues available to support the SCAG region's surface transportation investments. The financial plan was developed following basic principles including incorporation of county and local financial planning documents in the region where available, and utilization of published data sources to evaluate historical trends and augment local forecasts as needed;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs. SCAG followed the provisions of its adopted Public Participation Plan and subsequent Amendment No. 1 regarding public involvement activities for the 2008 RTP. For example, three duly-noticed public hearings were conducted within the SCAG region to allow stakeholders, elected officials and the public to comment on the 2008 Draft RTP;

WHEREAS, the 2008 Draft RTP serves as the basis of the 2008 Final RTP, and addresses public comments and issues relating to projects and other relevant data which arose subsequent to the release of the 2008 Draft RTP. The public comment period for the 2008 Draft RTP closed on February 19, 2008. SCAG received approximately 150 written comments. Staff has fully considered these comments in preparing the 2008 Final RTP;

WHEREAS, there were several comments relating to the Growth Forecast/Land Use discussion in the 2008 Draft RTP. In part because of the public comments, the Regional Council on March 6, 2008, approved the Baseline Growth Forecast with a statement of advisory land use policies/ strategies for the 2008 Final RTP;

WHEREAS, there were also project-specific comments made as part of the public comment period. Additional information was also provided regarding certain transportation projects that were included in the 2008 Draft RTP, contingent upon adequate documentation that these projects meet the fiscal constraint requirements. Based upon staff's analysis as well as input from the TCC and Regional Council, the projects in the 2008 Final RTP represent projects which meet the fiscal constraint requirements of SAFETEA-LU and the Final Rule;

WHEREAS, in non-attainment and maintenance areas for transportation-related criteria pollutants, the MPO, as well as the FHWA and FTA, must make a conformity determination on any updated or amended RTP in accordance with the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP);

WHEREAS, transportation conformity is based upon a positive conformity finding with respect to the following tests: (1) regional emissions analysis, (2) timely implementation of Transportation Control Measures, (3) financial constraint, and (4) interagency consultation and public involvement;

WHEREAS, the 2008 Draft RTP included the Draft Conformity Report which concluded with a positive transportation conformity determination. After the release of the Draft Conformity Report, SCAG was informed that the U.S. Environmental Protection Agency (EPA)'s review of the South Coast ozone and PM2.5 emission budgets submitted by the California Air Resources Board (ARB) raised concerns such that the ARB was required to revise and resubmit the emission budgets to EPA. This requirement led to SCAG making appropriate revisions to the draft conformity analysis to reflect the new emissions budgets and release a subsequent Draft Conformity Report for an additional 30-day public review period ending April 28, 2008. The subsequent Draft Conformity Report makes a positive transportation conformity determination;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, including but not limited to, extensive discussion of the Draft Conformity Report before the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) throughout the update process;

WHEREAS, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in updating the Regional Transportation Plan;

WHEREAS, SCAG released for public review and comment a Draft 2008 Regional Transportation Plan Program Environmental Impact Report ("Draft PEIR") on January 3, 2008;

WHEREAS, the public comment period for the Draft PEIR closed on February 19, 2008. SCAG has fully considered these comments, and written responses to comments received are included in the Final PEIR Addendum;

WHEREAS, prior to the adoption of this resolution, the Regional Council certified the Final PEIR prepared for the 2008 Final RTP to be in compliance with CEQA;

WHEREAS, the Final Rule stipulates that each project or project phase included in the RTIP shall be consistent with the approved RTP (23 C.F.R. Section 450.324(g));

WHEREAS, this RTIP consistency requirement would be applicable with the Regional Council's adoption of the 2008 Final RTP. SCAG staff, therefore, amended the 2006 RTIP so as to be consistent with the 2008 Draft RTP. Such amendment to the 2006 RTIP was referred to as "Amendment #06-13" to the 2006 RTIP, and was released for public review by a Notice of Availability along with the 2008 Draft RTP and the Draft Conformity Report. The majority of changes to the 2006 RTIP included as part of RTIP Amendment #06-13 are modeling network

changes (due to changes in project completion dates) and there are a few changes due to project description changes;

WHEREAS, the Regional Council has had the opportunity to review the 2008 Final RTP and its related appendices, and consideration of the 2008 Final RTP was made by the Regional Council as part of a public meeting held on May 8, 2008.

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the 2008 Final RTP for the purpose of complying with the requirements of SAFETEA-LU and all other applicable laws and regulations as referenced in the above recitals. In adopting this 2008 Final RTP, the Regional Council finds as follows:

- a. The 2008 Final RTP complies with all applicable federal and state requirements, including the SAFETEA-LU planning provisions. Specifically, the 2008 Final RTP fully addresses the requirements relating to the development and content of metropolitan transportation plans as set forth in 23 C.F.R. §450.322 et seq., including issues relating to: transportation demand, operational and management strategies, safety and security, environmental mitigation, the need for a financially constrained plan, consultation and public participation, and air quality conformity.
- b. The 2008 Final RTP represents the SCAG region's collective vision for addressing our transportation needs through 2035 within the constraints of committed, available, and reasonably available revenue resources.

2. The Regional Council hereby makes a positive air quality conformity determination of the 2008 Final RTP. In making this determination, the Regional Council finds as follows:

- a. The 2008 Final RTP passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.

3. In approving the 2008 Final RTP, the Regional Council also approves and adopts Amendment #06-13 to the 2006 RTIP, in order to address the consistency requirement of the federal law.

4. In approving the 2008 Final RTP, the Regional Council approves the staff findings as set forth in its reports and incorporates all of the foregoing recitals in this resolution.

5. SCAG's Executive Director or his designee is authorized to transmit the 2008 Final RTP and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean

Resolution #08-497-2

Page 5

PC Doc. #145690

Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 8th day of May 2008.

Gary Ovitt
President
Fourth District Supervisor, San Bernardino County

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joe Burton
Chief Counsel

Orangeline - IOS Comparison Matrix

	IOS	Orangeline-LA & Orange Co.
Plan of Action	YES: 1) Completed by IBI Group, 4/07. All major costs are identified. No significant inconsistencies. 2) Provided by American Maglev Technologies, 12/07. AMT proposal includes funding statement from Calyon Securities. Calyon states it is well placed to provide a plan of finance and participate in the financing of the project.	NO: Initial submittal assumed free use of Pacific Electric Right-of-Way (PE ROW). Stated \$200 million in public grants without a specific plan of action or strategy to secure funding. No funds allocated for purchase of PE ROW. Arcadis, a financial advisor, states: "No ROW, likely no project." Financial letter from Wedbush non-committal. Metro has placed the Orangeline project in its Draft 2008 Long Range Transportation Plan in the "Strategic Unfunded" element, and confirms that Metro has made no financial commitment or funding accommodations for the project.
Use of ROW	YES: A 2001 letter from Caltrans confirms potential use of ROW. Some land slivers need to be acquired. Alternative Technology Study to be completed June 2008 for route.	NO: OCTA confirmed in writing that the PE ROW in OC cannot be used. Metro has not committed on the use of LA PE ROW.
Opposition to Constrained Plan	NO: Recently formed JPA between Cities of Los Angeles, West Covina, and Ontario. No letters of opposition received in response to the Draft RTP.	YES: Declining support in Orange County. Los Alamitos recently withdrew from the Orangeline JPA. Four cities in Orange County (Tustin, Irvine, Aliso Viejo and La Palma) sent letters to SCAG in response to the draft RTP in support of OCTA's written request to move the Orangeline from the Constrained Plan and into the Strategic Plan.

Based upon the consideration of the above summarized items, including loss of the Orangeline ROW after issuance of the Draft RTP and the comments received in opposition to the Orangeline's inclusion in the Constrained Plan, staff recommends that the Regional Council move the Transportation and Communications Committee's recommendation that the Orangeline should be placed in the Strategic Plan.